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SIXTEEN PAGES

FOR PRESIDENT,

BENJAMIN HARRISON, of Indiana.

FOR VICE-PRESIDENT,

WHITELAW REID, of New York.

The treatment of American pork

abroad does not interest the Democratic

party in Texas. They are having too

much trouble with their own Hogg.

If free elections and fair counting had

prevailed in Tennessee the past dozen

years the State would not now be the

scene of bloodshed and lawlessness.

The clearing-house returns afford no

consolation for the calamity, the volume

of clearings last week, outside of

New York, being 9.3 per cent. in excess

of those of the corresponding week of

last year, which were phenomenally

large.

Business men in New York are not

wanting clerks who frequent pool-

rooms, and in order to know the names

of those who go to such places private

detectives are employed. The discovery

of this fact has diminished the at-

tendance.

As might have been expected, the first

move of the School Board, after becom-

ing a political body, was to reduce a

woman's salary. Look out next for a

reduction of the pay of female teachers

and the employment of more men in the

schools. This is the regulation political

method.

The bank-clearings last week were

over a billion dollars. If the stipends

and salaries of all wage-earners were

reduced to the level of other countries

the vast river of commercial transac-

tion which they now represent would

shrink like a mountain stream in mid-

summer.

The time for the arbitration of labor

troubles between employers and em-

ployees before the relation has been

broken. After the latter have gone out

on strike, thus throwing up their jobs,

they stand on the footing of strangers

and there is nothing to arbitrate. The

strike is the deadly enemy of arbitration.

When the conservative Democratic

aspirant for office in South Carolina

stigmatizes the Democratic Governor as

a "public blackguard and liar," offers

him "the satisfaction of a gentleman,"

and announces that he will declare him

a public coward if he does not demand

that satisfaction, it may be said that the

cavass has assumed a personal tinge.

One of the most valuable achieve-

ments of this working administration is

in proving to the world that we sell

wholesome meats. This has been done

by a combination of skillful diplomacy

abroad and government inspection of

meats at home. Four years ago there

were several European countries that

maintained an embargo against Ameri-

can pork and beef. Now there is not

one.

TEXAS has two Democratic parties

since the State convention. That which

claims to be the regular organization

and had a majority of the delegates re-

nominated Governor Hogg, repudiated

the Chicago platform and practically

adopted the platform of the Weaver

party. The bolting convention declared

that its action was necessary to preserve

the principles of the Democratic party.

It looks like a lively campaign.

LIVELY Mr. Labouchere is likely to

prove a thorn in Mr. Gladstone's flesh.

"Labby" is not angry because he was

not made a member of the new Cabinet;

oh, no; but, all the same, he indulges in

some pointed remarks. "In the composi-

tion of the Cabinet," Labouchere says,

"Mr. Gladstone has scarcely consulted

his political lieutenants, and the pre-

miership is now practically a commis-

sion, the commissioners being Mr. and

Mrs. Gladstone, their daughter, Mrs.

Drew, their son Herbert, Mr. Arnold

Morley and Sir Algernon West, with

the result that the administration is en-

tirely composed of the old gang and

their spawn." People on this side of

the water may expect to have a good

deal of fun out of the editor of Truth

and his sharp pen before the home-rule

fight is over.

The somewhat notorious Judge Bod-

kin, of Kansas, at a soldiers' reunion at

Wichita, made things unpleasant for

Jerry Simpson. He declared that there

was a man in the audience who had said

that in Kansas "men are selling their

honor, women their virtue, and the

children are becoming criminals and

outcasts for bread." When his name

was demanded, Bodkin named "Jerry

Simpson." Jerry was called upon to

come up and defend himself, but did

not. After the meeting Simpson said

that the remark was applied to Boston and New York, but Bodkin insisted that it was written in reply to a request for an article on the condition of his (Simpson's) constituents, and if he could not he would make a public apology. The excited crowd threatened Simpson with violence, but Bodkin interfered and Jerry was taken away by his friends. This looks as though Simpson may find canvassing the district very disagreeable.

ONE IRON HALL LESSON.

Whether the theories upon which the Iron Hall did business are sound or not has nothing to do with one of the conclusions at which everybody who is following the present investigation has already arrived, namely, that there is too much "supremacy" about it. Embracing a membership of tens of thousands, doing business in a score of States, and taking the money of its membership upon promises of return with large interest, the organization has been in the hands of a very few persons, who had autocratic power. True, it has a constitution, but the "supremes" have set it aside on several occasions, notably when one of the general meetings which it provided for was not held. Year after year it went on doing business or making promises without having its affairs rigidly investigated by experts representing State authority. Its "supremes" made official statements which have always been of the most cheering character, but there has been no relentless and skilled agent representing the sovereignty which gave it corporate existence to go through its assets to see if the money and securities which it claimed were as represented, if the bonds and other evidences of property possessed the values claimed for them, and if the funds which it held were sufficient to meet its pledges. In most States the laws require such an annual investigation of the affairs of insurance companies doing business under the old methods, and it is much more important that an institution doing an insurance business upon a new plan should be rigidly investigated every year by experts selected by the State. There has been nothing of the kind. The "supremes" have been literally supreme, and the funds entrusted to their care have been used, according to their own admissions, for purposes not contemplated by the organization. In several States, with similar organizations, the Iron Hall has come into collision with State officials, and has undertaken to override them by attempts to bribe Legislatures. Without experience in the intricate details of banking, the "supremes" purchased a failed State bank charter and have over \$700,000 of the money of the patrons of the Iron Hall tied up therein, which will be a much less sum when it comes into possession of the contributors. A rigid inspection and a proper charter would have prevented such a rash experiment. A rigid inspection by experts, such as the State should enforce upon similar institutions, would have presented the Iron Hall in its true light years ago, and, if inherently weak in its policy, would have closed up its affairs and put an end to taking the hard-earned money of thousands for which no adequate return can be made. The State which grants charters is under obligation to the people to see that those who enjoy them are not using them to make contracts they cannot keep and are not engaged in illegitimate ventures. The supervision of such institutions by the State should be so intelligent and effective that no person could entertain doubts regarding them. Because there has been nothing of the kind relative to the affairs of the Iron Hall, thousands will probably lose money, and with it confidence in rational life insurance.

It is not the purpose of the Journal to impugn the motives of the "supremes." They doubtless did what they believed to be the best; but the investigation has shown their lack of business capacity and experience to manage a great institution on the supreme basis—a fact which the State should have exposed years ago.

PROFIT-SHARING IN RAILROAD BUSINESS.

It was stated in the Journal, a few days ago, that M. E. Ingalls, president of the Big Four and Chesapeake & Ohio railroad companies, would discuss the labor problem in his forthcoming annual report, and would say:

In railway management the question seems to be how to make a fair return to investors while rates are continually going down and wages are increasing. A large portion of the time of your officers and managers is taken up with meeting and consulting, and discussing with the organized bodies of labor on the question of wages, etc. Your directors would recommend to the stockholders to consider the plan of establishing a community of interest with the employees. If the money has arrived at a financial position, as your directors think it has, when it can safely be expected to earn its fixed charges and a surplus, they would recommend that the surplus be equitably divided with the employees. For instance, if your capital is \$50,000,000 and the wages of the employees are increased to \$5,000,000, let that be the rate of division. If your surplus earnings are \$500,000 a year it would be 1 per cent. for the stockholders and 1 per cent. to the employees. An employee, then, who had served for the entire year without accident caused by his own negligence would receive his 1 per cent. upon the amount of his pay. As the earnings of the company increase the percentage will be still larger. In any event, the employees would still receive regular compensation, and would also share to some extent in whatever prosperity the company had. Wherever this has been tried in manufacturing companies it has worked well, and has also been successfully adopted on one of the French railways.

It may be regarded as an interesting indication of the trend of public sentiment on this question when one of the most intelligent and progressive railroad presidents in the country makes such a suggestion as the foregoing. It shows a clear appreciation of the basic elements of the labor problem, and a commendable disposition to search for a solution of it that will harmonize with the principles of justice and right. It ought to be the desire of all parties to reach such a solution, for no other can be satisfactory or lasting. The profit-sharing system, if fairly applied and honorably adhered to, seems to offer a better prospect of satisfactory results than any other. Combine the prin-

ple of fixed wages with that of a *pro rata* interest in the net earnings of the business, it seems to furnish a middle ground on which labor and capital can stand and work in harmony.

We are not sure that Mr. Ingalls is exactly correct in saying that "wherever profit-sharing has been tried in manufacturing companies it has worked well." It has failed in some cases, but the failures have been due either to mismanagement or to the unfairness or greed of one or both parties to the arrangement. Wherever the experiment has been fairly, intelligently and honestly tried in manufacturing it has succeeded.

Profit-sharing has been tried successfully on more than one railroad. The Paris & Orleans Railway Company practiced it for twenty-one years, and only abandoned it when the road was consolidated with others in such a way as to make its further use impracticable. In March, 1844, the stockholders of this company at a general meeting adopted a rule that "after the payment of expenses and the assignment of 8 per cent. to the shareholders, there shall be deducted from this year's surplus, if any, 15 per cent.; this amount shall be distributed by the board of directors among the employees of the company, according to principles to be determined by regulations which shall be submitted for approval at the next general meeting." Under the regulations adopted in 1845 the employees were divided into classes, according to rank and pay, and every individual in each class received, in addition to his salary or wages, a *pro rata* share of the 15 per cent. deducted from the net earnings. This system, with some modifications, lasted twenty-one years with very satisfactory results. The number of employees participating in the dividend increased until, in 1863, there were 16,935. The aggregate amount divided among the employees from 1844 to 1863 was about \$14,000,000.

The Louis de Hesse railway, in Germany, is operated on the profit-sharing plan, as is also the Suez Canal Company. M. Ferdinand de Lesseps is on record as saying: "The plan maintains a complete solidarity between the company and its employees. These form one family. Every day the telegraph indicates the receipts of the day before, and all are happy when the amount has been increased."

About five years ago the stockholders of the Toledo, Ann Arbor & North Michigan Railroad Company, of which ex-Congressman Hon. James M. Ashley is president, adopted the profit-sharing system, but the Journal is not advised whether it is still in force. There is no doubt as to the entire practicability of the system in the largest business enterprises. If Mr. Ingalls can secure its adoption by the companies he represents he may be instrumental in promoting a reform of great value in the labor world.

LACK OF ENTERPRISE IN BIG CITIES.

The lack of enterprise shown by Eastern cities in adopting modern improvements in the way of rapid transit is a source of amazement to the wide-awake Westerner. In the new cities of the far West the horse or mule as a motive power for street-cars is practically unknown, the cable system or electricity being used from the start. It is naturally easier, of course, to establish these methods originally than to substitute them for systems already in use, and for this reason few towns and cities are found east of the Mississippi in which the horse car is not still the prevailing vehicle of public transit. This is the more noticeable the further east one goes, though many cities are adopting the electric system as rapidly as possible. Boston has largely reconstructed its lines. Oddly enough, however, New York and Philadelphia are still far behind the times in this respect, and violent opposition is raised at every freemovement to get rid of the old and slow methods. In both cities particular animosity is shown toward the trolley system, the newspapers publishing terrifying and sensational stories without number telling of the danger this system offers to life and limb. The impression is conveyed that where electric cars are in operation large numbers of people are killed and maimed daily, and that the dropping of wires, "with lightning streaming from their broken ends," upon the heads of helpless citizens is a daily occurrence. As a matter of fact, rapid transit through the public streets by any power whatever is a source of more or less danger to people who get in the way of the cars, and this danger must be accepted as a feature of the improvement, or the hope of rapidity must be abandoned. Comparatively few accidents have happened on the trolley lines in this city, and these in nearly every case were owing to the carelessness of the persons injured. The citizens, at all events, are so well pleased with the trolley that they are anxious for its extension to other streets. New York and Philadelphia "kickers" advocate a delay until the storage battery or other better system is perfected or invented. There is no doubt that improvements will be made and the trolley system sooner or later be supplanted, but it is the nineteenth-century idea to utilize the advantages at hand, and this makes the opposition to so good an invention as the trolley the more surprising and unaccountable in the two largest cities of the country. Westerners look with wonder not unmixed with contempt upon great cities which placidly endure the slow-going horse-car and oppose a substitute. Harper's Weekly, which objects to the trolley, has in this week's issue an editorial calling attention to the benefits afforded by the open cars to residents who seek an hour's outing. It confesses, though, that the extra traffic death to the car horses, the mortality among them being frightful, and expresses a hope that some swifter and better motor may eventually be provided. It speaks with some favor of the cable system, but why cable cars should be less dangerous than the electric it does not explain, nor why one propelled by a storage battery should be less likely than any other to run over a man. But, after all, if the citizens of New York and Philadelphia are willing to go

crawling about the long miles of their cities when they might be carried swiftly and comfortably in their own lookout, and outsiders have no reason to complain. But they will smile.

THE OVERLOOKED ARBITRATION LAW.

It has just been discovered that we have a national arbitration law for the settlement of railroad strikes, passed by the Fifty-third Congress and approved Oct. 1, 1888, by the then President Cleveland. It is based upon the provisions of the Constitution giving Congress jurisdiction over interstate commerce, the application of which has been greatly extended since the people of this country discovered that they constitute a nation. This law authorizes the creation of boards of arbitration or commissions for the settlement of controversies and differences between railroads and other common carriers engaged in interstate commerce and their employees. It further provides that if either party applies for arbitration the other side must accept the overture, and the finding of the board must be accepted by both as binding. The board shall consist of a disinterested arbitrator, selected by each party, and the third selected by the two. The law further provides that the decision shall be enforced, if necessary, by the military arm of the United States. The board possesses the power to administer oaths, compel the attendance of witnesses and require the presentation of papers and reports which may have a bearing upon the case. This is a very important law, and the wonder is that it has been forgotten by most people and by the leaders on both sides of railroad strikes. It may be said that such a law involves an unwarranted interference with the rights of the railroad managers and employees. Such would be the case if any legislative body should undertake to compel either party to a strike, like that at Homestead, to accept the decision of an official board of arbitration. But railroad corporations stand in a different relation to the people, because, by their charters, they are granted special favors and in return special obligations are imposed upon them. They owe service to the public, and if that service is interrupted cities, towns, and even States suffer loss. This being the case, the law proceeds on the theory that the government, representing the people, has a right to step in and constitute a tribunal which shall return a verdict, which the military arm of the Nation must enforce. One or two settlements of disputes by such a tribunal, backed by such a power, would be likely to have a salutary influence.

A DANGEROUS PRECEDENT.

The suing of a railroad company by an Indiana citizen for \$15,000 damages to himself for injuries inflicted upon his wife after that lady had recovered \$8,000 on her own account, throws a new light upon the increasing consequence of women, and will doubtless afford deep joy to the professional champions of Woman and her Cause. They will argue that when a court holds, and a soulless corporation concedes, that a woman is worth to herself \$8,000, her importance is immediately increased in the eyes of her husband, and an added valuation is placed upon her services to him. The reformers may possibly not regard the recovery by the husband of \$15,000 as a matter to rejoice over in itself, but they will hope that he may get it because of far-reaching results. For, of course, it will follow that when a husband has proved that his wife's attentions and labor in his interest are worth to him \$15,000 in cash for a few months, a precedent is established that will fix such valuations in other cases. If this Indiana man succeeds in getting \$15,000 for the six months during which his wife was unable to attend to her household duties, what is to hinder other wives from rising in their might and demanding of their respective husbands that they be recompensed for their labors on a like scale? No longer will they be content with a grudging allowance of \$5 this month and \$10 next, accompanied by growls over their extravagance. Their toil rates higher than that, for have not the courts said so, and shall they not demand their rights? Being reasonable, they may not demand the full \$15,000 when the husband's income will not permit of that amount, but they can be depended on to figure out their proportionate share. The Indiana man does not consider what trouble he is in a fair way to make for other married men. He should be persuaded to reduce his claim.

UNITED STATES SENATOR WARREN, of Wyoming, where women vote, is a firm believer in woman suffrage. This year they will vote for President for the first time. Senator Warren says: "The woman voter has been subjected to a great many jokes. She has been a target for the newspaper paragraphist and the magazine writer. Nevertheless, I believe the day is coming when every State will see the injustice and disadvantage of political rights because of sex."

A CORRESPONDENT who fills several columns of a Chicago paper with an account of the Republican meeting and speaking at Springfield, a few days ago, says: "What occurred at the dinner given by Governor Pifer to Mr. Reid and the managers of Illinois politics can only be surmised from rumor." It is a poor correspondent who cannot furnish an exact and particular, if not truthful, account of a private dinner party at which he was not present. A truly able correspondent possesses imagination.

The directors of the Columbian World's Fair have finally decided to offer the souvenir half-dollar coins for sale at the uniform rate of \$1 each, with the exception of certain ones which are expected to bring more. These are the coin first minted, the 400th, the 1,424th, the 1,824th, and the last one minted. These will be held for special bids. It is evident the directors do not intend to let any of the profits of this operation get away from them.

REAR ADMIRAL AMMEN is the inventor of a naval ram which is now being constructed and is expected to prove a formidable engine of destruction. The correct pronunciation of Rear Admiral Ammen's ram

is about as good a test of strict sobriety as "truly rural."

To the Editor of the Indianapolis Journal:

Was Alexander Hamilton, author of the Constitution of the United States, a protectionist?

J. G. B.

Hamilton was one of the framers and ablest expounders of the Constitution, but others assisted as well in framing it. He was a protectionist. At the first session of the second Congress a resolution was adopted, pursuant to the recommendation of Washington, then Alexander Hamilton, to prepare and report a plan "for the encouragement and promotion of such manufactures as will tend to render the United States independent of other nations for essential supplies." Under this resolution Hamilton prepared and submitted a report which has always been regarded as a complete and exhaustive argument in favor of protection. He agreed on this subject with Washington, Madison and other leading statesmen of that day.

BUBBLES IN THE AIR.

Patriotic.

"Don't say 'hain't,' child," said Mrs. Nurox to her daughter, "say 'ain't.' Do you want folks to think you're English?"

Born Here.

"So you want to get on the police force, eh? Where are your naturalization papers?"

"At the health office, I guess."

Puzzled Him.

N. Peck—Of course, I understand that the McKinley bill does its own talking; but how should it have such a masculine name in that case as "Bill"?

It Works Both Ways.

Vickars—Why don't you have your poetry type-written? You can get a much better idea of how it will look in print.

Wickars—Certainly. But so can the editors.

What Shortened the Trip.

"Why, hello, old man! I thought you intended to make your European trip last year."

"I did, but my wife found a new fashion in gowns in Paris and hurried home to be the first to wear it."

The Philosophy of It.

Yabesley—Don't you think you could live at less expense if you paid board by the week instead of by the meal?

Mudge—Yes, I suppose I could; but it's a heap easier to pay for one meal than for twenty-one of 'em.

ABOUT PEOPLE AND THINGS.

BISMARCK used to spell his name without the "c." German usage, in words having a long ending, sanctioning either form of spelling.

A NOVEL feature of the Springfield (Mass.) street-car system is the letting of electric cars to parties who wish to hire. The price is \$2 an hour.

THE only surviving child of Robert Fulton, the inventor of the steamboat, is said to be living in Poughkeepsie, mother of Rev. Robert Fulton Gray, of that city.

SAMUEL SLOAN, the millionaire railroad president, has a dislike for type-writers, human and mechanical, and writes all his letters in autograph with a large gold pen.

THE Car is never lonely on his splendid yacht, the Polar Star, as he carries a crew of three hundred men who are selected from the best sources in the imperial fleet.

MR. WHITTIER will publish a new volume of verse in the autumn with the title "At Sandown." His last volume was "St. Gregory's Guest," which appeared in 1888.

"HYMNS Ancient and Modern," used in Episcopal church, has had a sale of fifty million. It was first issued in 1861. No other hymn-book has equaled it in circulation.

PROF. WALLACE, of Edinburgh, tells the British Association, in session at London, that according to his belief, the American wheat trade with Europe is yet in its infancy.

DR. BLYDEN, the Liberian minister to England, is six feet high, of coal-black complexion and an intelligent appearance. He became minister for the Black Republic in 1893.

THE Rev. Dr. Osgood, of Cohasset, Mass., has been pastor of a church in that city for fifty years. He was called to the church upon his graduation from the Harvard Divinity School.

EUGENE KELLEY, the New York banker to whom the Pope has given the honorary appointment of "Guardian of the Cope and Sword," landed from Ireland with \$8,000,000 in cash for a few months, a precedent is established that will fix such valuations in other cases. If this Indiana man succeeds in getting \$15,000 for the six months during which his wife was unable to attend to her household duties, what is to hinder other wives from rising in their might and demanding of their respective husbands that they be recompensed for their labors on a like scale? No longer will they be content with a grudging allowance of \$5 this month and \$10 next, accompanied by growls over their extravagance. Their toil rates higher than that, for have not the courts said so, and shall they not demand their rights? Being reasonable, they may not demand the full \$15,0